

● Size. A good rule^{is} to consider that any canoe under 15 ft. in length is essentially a one-man craft.

A 15 ft. one is practical for one adult with duffle + 2 light mt. individuals with light duffle. Both the 14 + 15 footers are slow paddlers.

The 16 ft. length is probably the best general utility canoe. It is not too long for a one-man craft, it will carry 3 adults, it is not too heavy for portaging + it is long enough to have comfortable cruising speed.

● In the 17 ft. size we begin to encounter sufficient weight + bulk to make it unnecessarily heavy for one person.

The 18 ft. length is the usual preference of the professional guide, since it carries a good load. They are useful for paddling instruction with crews of 4. When unnecessarily large canoes are used, the pleasure

● of paddling is turned into hard work. In selecting a canoe, notice the wood carefully + avoid models which have knots, particularly in the area of the bilge.

The canvas should be adequately so that there is no skimping of material, particularly at the gunnhole.

Safety Tests.

Buoyancy.

The canoe is one of the safest small crafts afloat. This safety is largely due to its extreme buoyancy. If you sit, squat or kneel in the bottom of an empty canoe at midships & don't touch the gunwales, it is almost impossible to tip it or cause it to shift water. You can upset a canoe by leaning on the gunwales, sitting too far back, sitting up too high on seats, overloading, and by general awkwardness & misuse. The most important point to remember in case of an accident is that owing to its buoyancy a canoe will not sink - even if it has been completely submerged. Unless it is very old & badly water-logged a canoe has enough buoyancy in the wood of which it is built to support at least 4 people - provided they keep down low in the water. Stick to the canoe!

Safety Test I

Jump out
without
capsizing -
climb in

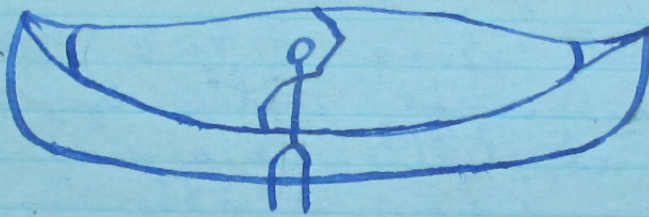
The safest & easiest manner of going overboard is to hop out, feet first. Stand in the middle of the canoe in a stooping pos. with a hand on either gunwale - feet close together pointed directly along the length of the keel; then placing the weight of the upper part of the body on your arms and hands, vault overboard on the leeward side - spreading your legs & beginning to tread water immediately. As you go over, transfer the off-hand to the leeward gunwale & hold it securely. With the other hand, begin a sculling action in the water in order to check your downward plunge. Thus it is necessary to submerge only as far as your shoulders and you retain your hold on the canoe - keeping it under control against drifting away.

Test I.

1.



2.



3.



4. Sit and swing legs in.

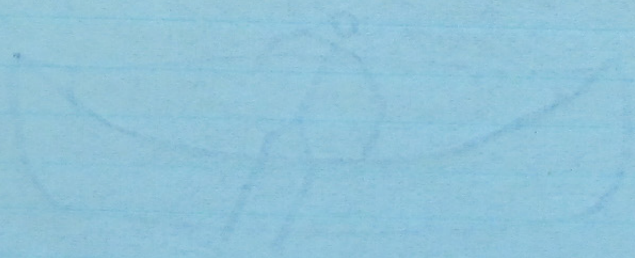
Safety Test II.

Capsizing -
paddle
amash.

A storm strong enough to swamp a canoe is usually short-lined and blows itself out. Roll a capsized canoe over right side up & slide into it by placing your hands directly on the centre of the bottom - not on the gunwales or the thwarts, and use your legs to swim into the canoe. In a sitting position, right in the centre with legs stretched out in front of you & flat on the bottom. Extend your arms & keep your balance & direct the canoe with your hands.

With a little care in balancing you can use your paddle.

Don't raise the paddle out of the water - use a slow steady stroke.



Rescue by Gunwale Draining

In rescuing a capsized canoe approach on the windward side, and while kneeling on both knees in the centre of your canoe drift toward the over-turned canoe. Grasp the keel of the swamped canoe and bring your own craft to a position at right angles to it. Lift the end of the canoe, slowly rolling it over on its side to let some of the water drain out, then leave it up with the bow lying flat across the gunwale of your canoe. Roll it over again upside down, but this time right across both gunwales of your canoe. You are now ready to slide it across until it is evenly balanced. Being upside down only the weight of the canoe is handled, as no water comes with it. Once the canoe is across your gunwales it acts very much like a balancing pole to a tight rope walker, it steadies the rescue canoe so that you can freely stand up & move about in it. Standing up, grasp the near gunwale & lift the canoe, rolling it over but drawing the far gunwale toward you as you turn it. Slide it off on the leeward side, but retain contact until the paddler has regained his position in the righted canoe.

The pt. to remember in this rescue is that at the beginning, when lifting the bow of the swamped canoe

from the water, it must be on its side so that the bomb can be lifted easily without developing the powerful suction that forms when you attempt to lift it from the absolute bottom - all position.

Paddling Progression

Crew Paddler

1. Know the parts of canoe & paddle.
2. Get in & out of canoe correctly.
3. Paddles (Bow & Crew)
 1. Bow stroke.
 2. Roll
 3. Back water.
4. Shift Paddles in rhythm.
5. Original salute.

Bow Paddler

1. Demonstrate
 1. Stability
 2. Changing places.
2. Launch, load & dock.
3. Paddle team
 1. Bow stroke.
 2. Half sweep.
 3. Straight draw.
 4. Push over.
4. Assist stern paddler.
Follow 2 figures & courses.
5. Assist stern leading
 1. 2 head on - using half sweep.
 2. 2 head on - using straight draw.

Stem Paddler.

1. Canoe safety.
 1. Jump out, without capsizing, retain grade of canoe - crawl in.
 2. Capsize - right canoe & paddle awash.
 3. Rescue capsized canoe by gunwhale draining.
2. Stem canoe for Bom paddler's test.
3. Paddle canoe with a bom passenger, in a straight course for 100 yd.
4. With a bom passenger make following landings:
 1. 2 head-on using Big T.
 2. 2 head-on using full sweep.
 3. Two side-in landings.
5. Rough weather with.

Expert Paddler.

1. Canoe stunts.
 1. Coming in with mind.
 2. Paddle standing.
 3. B sking.
2. Solo paddling.
 - run canoe in straight course for 100 yd.
3. Solo paddling.
 - run canoe in 2 fig. & courses.
4. Solo paddling making following landings:
 1. 2 head-on using Big T.
 2. 2 head-on using full sweep.
 3. 2 side-in landings.
 4. 2 side-on landings.
5. Racing Strokes.
 1. Under bom rudder.
 2. Stationary draw.
 3. Bom rudder.
 4. Cross bom.



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